The Chicago Daily Tribune.

VOLUME XLV. TUESDAY, AUGUST 4, 1885—TEN PAGES. PRICE FIVE CENTS.

PANORAMA OF THE
BATTLE OF SHILOH.

THIS GREAT BATTLE SCENE.

Located on Michigan-av., between Madison and Monroe-sts.,

Within a few blocks of business centre and less than two blocks from Palmer House.

IS NOW OPEN.

A Truthful and Realistic Representation of that Most Noted of Battles!

LIFE-SIZED PORTRAITS

Of hundreds of the participants are painted from photographs—among them, Generals Grant, Buell, Hurlbut, Prentiss, W. H. L. Wallace, Hoffmann, Webster, Rawlins, Tuttle, Gobrin, Shaw, Fry, &c., &c.

Gen. U. S. Grant of Chicago will address the audience daily from the Union standpoint; Gen. W. T. Sherman of North Carolina will address them daily from the Confederate standpoint; at 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11 p. m. Soldiers who were in the Battle of Shiloh will please register in a book prepared for that purpose, as they pass out by the door.

OPEN EVERY DAY FROM 8 A. M. TO 10 P. M.

Admission, 50 cents; Children, 25 cents.

MANDEL BROTHERS

SUMMER
WRAPS
AND
MANTLES.

Slaughter Sale.

Rather than carry over a single garment, we have decided to mark them at such prices as will be an inducement to ladies. Every Wrap will be marked at about

1-3 Its Actual Value.

Wraps at $4.00.
Worth $10, $12, and $15.

Brocaded Velvet Wraps,
Black and Colored,
$8.50, $10.50, $12.50.
Worth $15, $20, and $25.

Imported Wraps,
Black and Colored Brocaded,
$14.50, $16.00, $18.00.
Worth $30, $40, and $50.

ULSTERS,
$5.00, $8.00, $10.00.

BARGAINS.

MANDEL BROTHERS.
117 to 123 State-st.

HAPPY TO SAY

We have at last received an entire new stock of Men's and Young Men's Summer Coats and Vests. The quantity is limited, but the patterns are very handsome—Cassimeres, Serges, Cheviots, Tweeds, and Fancy Cloths.

Coats and Vests $5.00
Coats and Vests $6.00
Coats and Vests $8.00
Coats and Vests $7.00
Coats and Vests $9.00
Coats and Vests $10.00

Large Men's Black Alpaca Coats, sizes 44 to 50 breast measure, $2.50.

Railroad Dusters 75c
Traveling Dusters $1.00
Driving Coats $3.00
Traveler Dusters $4 & $5.00
Traveler Portola Suits, $15, $18, $20, $25.

Full Dressers are serving daily. The fine appearance of our goods is

WILDES CLOTHING HOUSE.
Cor. Dearb. and Madison-sts.
FRANK REED ..... Manager.

LEHIGH COAL.

Buy Lehigh Coal for your winter's supply. It gives more heat, less ashes, lasts longer, and is superior in every way to any Coal in the market.

I also sell all the Illinois, Indiana, Ohio, and Pennsylvania Bituminous Coals for steam, Pittsburgh and Blossburg Smithing Coals, Kanawha River Cannel, Churchill, Dyer Hill, Erie, and Lykens Valley Red Ash Coal for grates.

F. S. PEABODY.
Telephone 975. 237 Dearborn-st.

A DISASTROUS CYCLONE.

A Dozen Persons Drowned Southwest of Philadelphia and Steamer to Cheviot, O. A.

Five Persons Killed and Half a Hundred Injured, Many of Them Fatally.

Loss, $500,000—Some Terrible Stories in the Local Western Exchanges.

PHILADELPHIA, Pa., Aug. 3.—[Special.]—Every person knows what the extremely warm, muggy, sticky, thundering-hot evening of Monday, the seventeenth instant, a week ago yesterday, was in this locality. A most unpleasant day—in fact, hot and uncomfortable for an enjoyment or pastime of any description, and a night of the utmost wretchedness and misery across the northeastern part of Pennsylvania and across the Delaware in Camden, N. J., quite this afternoon.

The loss in property in Camden will far overreach $500,000, the damage to crops thrown in Pennsylvania will reach $250,000, and the loss in the shipping in the harbor will probably exceed $100,000 more.

The storm was accompanied by terrific and lightning, and was the most destructive known the present generation has witnessed.

THE CYCLONE.

The cyclone struck Camden, after on the Bay, Saturday, which was nearly repeated in the manner in advance. The entire upper work and ghost-house were swept southward, carrying the chimneys and gable. The frames weight-poles of the bowling alleys and crushed inside. The latter was destroyed. The Camden Light Co.'s gas-generator on the Bayside were also carried southward and are missing.

Michael Lynch
Bell Anderson
Mike Welsh
James Welsh
Louis Anderson

Miss Dawson, aged 16, of Camden, was struck by lightning during the storm and severely injured.

Morris Robinson was buried in the ruins of the Camden Ferry & Ferter stores, and when rescued was carried to the hospital being with a fractured head.

THE WRECKED.

The list of wrecked who after the storm were carried to the various hospitals is a long one, but most of the cases will not prove fatal. Only eight, being thirteen persons in being reported with more than one of the most broken.

Harry Stevens, 12 years of age, had his leg torn off at the knee-joint, and when picked up died nearly four o'clock.

Jessie Corbin was the only one on the dumping-boat Camden when the storm struck it. The boat was wrecked and Corbin was last seen down stream.

Annie Holland was nothing on the Delaware Bridge and was carried fifty feet into the river, but escaped with no injury more serious than a bruising leg.

Edward Stewart was caught under a falling brick wall on Federal street, Camden, and both legs and his spine were broken. He will die.

The wreckage started on the Camden shore of the Delaware River, caused the river to set south, pushing a current further across Kaighnport, the northern suburb of Camden, and then proceeded on its natural course through the low lands of Pennsylvania.

In the middle of Kaighnport the cars rest in the water, but the houses at least on both sides have kept on foundation of the tracks. Those on the northern side have been relinquished, and the inhabitants of the different houses in Kaighnport and Camden, eastern have taken from the middle of the city.

A PEACEFUL SCENE.

Another eastern view of the disaster is the occasion they discover and the Governor Commissioners, and Capt. Eugene Kelpius of the revenue cutter Seward was the river, declaring the The Pawnee was swept clean down to the wharf in edge. From the Bay Seward set out down for Salem, N. J., she had no larger about fifty passengers, although as no cases have been sent to a hospital to ascertain the exact number. There were also about twenty-five cattle and two teams. Of the number of people upon the wrecked boat a few and another that was long since half washed out of the river, although it is not impossible that some of the passengers were washed off and had ordered and are drowning. In the confusion, a negro leaping on the river after the Camden ferry-boat that both of a woman was seen to a and promise floating in the river with the dark hair streaming behind her. The exact number of sights and sound and the casualties will probably never be known.

G. L. Warren, one of the passengers, describes the scene. In one steaming on the regular route and was much surprised to find himself in a cornfield. Trees in every direction, fences, houses, and wrecks of every description had been carried there from the river. He and several others were landed through a hole in the roof and all the water inside came down into them. The confusion among the passengers was quite noticeable, and several of them jumped into the water. Mr. Warren believes that all of these were drowned.

SCENES AND INCIDENTS.

While the storm was upon the river, overturning one boat in the harbor right, broke many bridges to splinters and carried away trees in Camden as if they had been grass. The cyclone, in fact, lasted about a minute, and after it passed the heavy rain and gradual regularity in the great storm, and began anew.

The storm first passed over to the Jersey side, striking John Thompson's ice-cream saloon in Camden's centre, and destroying the buildings of the establishment. It then took a course along the Delaware River, demolishing all the buildings in its path as far as Kaighn's Point. At this point the cyclone took an easterly course to Dock street, Camden, following in the path of that portion of the city mentioned and then passed to the Delaware River, where it struck the northern portion of the city.

Passing over the river, causing Dock's Island, the storm passed over to that part of the Pennsylvania Ward of Philadelphia known as Kaighnport.

BUILDINGS IN CAMDEN AND KAIGHNPORT.

In the navigate in Camden, middle of south Jay Cooke's store, and the damage to the improvements along the river-front is immense.

Residents of Camden were awakened from their sleep, and your victim, Charles Dorsey, was killed outright at the Delaware Dumping Company's wharf.

Another, Henry Jackson, had his leg cut off by a flying piece of timber and died yesterday.

The wreck of the storm through Kaighnport was marked with death and destruction. In each case almost that would from the first destruction and wrecking, almost the entire houses were knocked on an entire instant to the ground, with the exception of the chimneys, and the timbers were thrown from their founda- tions to be ruined by their neighbors.

A number of people were seriously and some fatally injured.

A girl of 16 years, Lizzie McGough, was killed on her bosom, the 1100 Delaware street, in sight of her brother, who was himself pinioned to the floor by the timber before a few men from her dying shriek.

The cyclone is described by those who witnessed its progress upon the river as an enormous black, cone-shaped cloud, with its apex resting upon the water and the base dragging with the undercloud which rising to about seventy-five feet. It is impossible as yet to estimate the amount of damage done.

A CHICAGO DRAWN CASE.

Following are the names of the killed and injured so far as can be ascertained. The dead are:

Gabriel Schoenmehl, of Salem, N. J., aged of the steamer Sea Gull.

CHARLES HAUSER, aged 16, a boy employed in Jay Cooke's store, at Kaighnport.

LIZZIE MCGOUGH, aged 16, employed in south Delaware, residence of her father, No. 1100 Delaware street, Philadelphia.

The injured are the steamboat Sea Gull's:

Thomas Dorsey, engineer, shattered.
Capt. Harrison, severely cut.
Francis, a deck hand, severely cut.
Mr. Lemming, a passenger, fatally injured across the head.

The injured at Camden:

Robert Harrison, aged 15, shattered thigh re- ceived, his right leg severed below the knee in re- moving wreck.

Daniel Dickinson (colored), crushing top of skull, probably injured across face and body.

Oliver Hendrick, injured internally, about the head.

Benjamin Harris, right arm broken and suffered internally.

Alexander Hutchinson, aged 18, injured in various parts.

Charles Thompson, injured thumb from which nearly cut off, and cuts on various parts of body.

Jacob Bowers, the fireman.
Benjamin Clark, head cuts.
John Clark, head cuts and bruises.
Mary Lawton, internal injuries.
Miss Constance Anderson, cut about face and body.
Grace Bowers.
Injured in Philadelphia:
Joseph McDonald, aged 18, mother of the dead girl.
Lizzie McDonald, badly cut across the body.
Lizzie McDonald, aged 10, her sister, the face and body.
Clarence Bowers, aged 10, badly bruised on the head.
Bertram Bowers, aged 12, head bruises.
Florence A. Bowers, aged 8, face and body bruised, and the right arm broken.

The following residents of Kaighnport were also injured:

Lizzie Bowers, aged 10, cuts on face.
Annie Bowers, aged 12.
Mary Bowers, aged 14.
Mary Anderson, aged 12.
Lizzie Anderson, aged 10.

AT KAIGHNPORT.

Mr. John Thompson of Camden, whose confectionery shop, Dock-st., was the scene of the first storm upon the river, I met the proprietor of the grounds. I went over the landscape of the Pennsylvania Ward—Point of the Pennsylvania Railroad, the going of the Bay Railroad, which was directly across the Bay Railroad, which was partially destroyed of all other. Evidences of the storm were plainly seen all over the place. Fences were blown down, trees uprooted, and the ground torn up in many places. Of the buildings in the village, the Kaighnport Hotel, the Kaighnport Hotel, the Kaighnport Hotel

LAST DAY ON THE MOUNT.

Gen. Sherman Arrives at the Cabin Where Rests the Dead Soldier's Head.

The Doors Thrown Open to the General Public and Scenes of the Session

Grand Procession Throughout the World to Do Honor to Gen. Grant's Memory.

GEN. GRANT'S LAST PLATE—VIEW FROM THE OUTSIDE WINDOW.

STORIES OF GEN. GRANT.

His Blood Has Outside the Dependencies of His Father in Kentucky.

The Controversy in Detroit Between Roberts Chandler and the Dead Hero.

An Interesting Account of How U. S. Wellington Bonaparte Succeeded in the Demands.

THE DOLLARS COME IN.

The Grant Statue Fund in a Very Satisfactory Condition and Growing.

"The Tribune's" List of Names of Those Who Sent in Contributions Yesterday.

Additions to the Several Subscription Figures of the Week.

THE INDIANS.

RAILROAD NEWS.

THE FAR WEST.

SPORTING AFFAIRS.

Gladiators, the Chicago Amateur Champions, Shielded to Save Apricot Morgan.

Dates and Provisions for League Visits—Interesting Events on the Turf.

Why Chicago Lost Saturday's Game in New York—Umpire's Act Not Approved by Chicago Players.

[Special Correspondence.]

[Special Correspondence.]

[Special Correspondence.]

The Tribune.

TERMS OF SUBSCRIPTION.

DAILY.

SUNDAY.

TERMS UNDER SPECIAL OFFERS.

ADVERTISING RATES.

DAILY EDITION.

TUESDAY, AUGUST 4, 1885.

THE READING AND SOCIETY.

Boston of the Tuesday going out of here for the summer can have a ticket to there for $1 per month, postage free, Sunday edition included.

Robert A. Brown of Chicago will deliver a eulogy on Gen. Grant at Utica, Ill., this evening.

The total visitors during the great storm which raged in the city Sunday was 8,00 tarism.

There were nearly 4,000 new cases of cholera in Spain Sunday and over 1,000 deaths.

The population of Albany, N. Y., according to the census just completed, is about 91,000.

Several citizens of New York propose to erect a monument to the Rose Hawthorn in Central Park.

The fire by the fire at Toronto, Canada, early yesterday morning, is now estimated at about $1,000,000.

Queer stories from the lasting towns of Wisconsin show a welcome and gratifying percentage of gain in population.

The Grant memorial services in Wisconsin and Albany will be attended by many Englishmen of high distinction.

The Spiritualists of the United States are holding their sixth annual camp-meeting at Campaign Lake, Chautauqua County, N. Y.

Dispatch of great thirteen creeps over the northern and eastern parts of Spain. Many persons are said to have been killed.

It is announced from Toronto that the great law connected to let the Zollner question to decided by the Anglo-American Extradition Commission.

There are fears of another series of the earthquakes in Ischia Valley. The men will probably not go higher wages, which the speculators say they cannot pay.

Applications from about forty ladies in Illinois for the location of the proposed Soldiers' and Sailors' Home have already been received by the Home Commissioners.

The love suit of King vs. Bonfoglio, which has been on trial for some time in the Federal Court at Minneapolis, Minn., and which involved $1,000,000 worth of property, has been decided in favor of the plaintiff.

Albert Wo Chamley puts the results to be filed, mostly small agencies. It is now intended to complete the transportation of the parcel by January. Such American trade will receive special attention, and Consuls at ports on that continent, it is said, will be required to make reports of a definite character to Baltimore men.

A DISPATCH stating the cause of the complaint against the city which the corporation agreed to furnish free water to the County Hospital was introduced to the County Board meeting yesterday and action thereof to give the Hospital Committee a chance to arrive at some arrangement with the City Council.

It is stated that there is no longer much doubt that the President intends to settle the Chicago Internal-Revenue Collectorship between the Inters for New York. In fact, he has made a statement to this effect, and now has the matter under consideration. It is the citizen, however, to take no any of the other city offices. It is said Secretary Rose has the back of the information.

The money market was dull yesterday. Prices have been steady at unchanged prices. There was a fair trade in investment securities. The New York stock market was dull, and there were no large fluctuations.—The Chicago produce markets were very tame in regular. Provisions were active and weak. Some stocks at this point were reported to be much larger than reported. Wheat was steady, owing to the state of feeling and was unchanged.—Cattle were [illegible]

AMERICAN EXTRACTION.

It [illegible] brief statement of the conditions of the French national system is published simultaneously with the interesting census of Paris's Bureau of Statistics [illegible] this year. A comparison between the two statements reveals the rapidity and evilness of American subjection.

France has a population of about [illegible] people, has been blessed with its full share of wealth and prosperity, and has a territory which offers no great obstacles to railroad building. With all these advantages, and having begun the construction of railroads even earlier than the United States did, the French can only boast of a system which is announced by [illegible] kilometres—equal to about 10,000 miles—the gross receipts of which are reported at $200,000,000 annually. This is the result of French enterprise since 1827, when the first rails were laid, and a very creditable showing it is.

But note the difference in favor of American enterprise. The railroad system of this country spans an entire continent. There are over 120,000 miles in operation, considerably more than six times as much as in France, to accommodate a population less than two-thirds greater. The gross receipts of the American railroads last year were $775,000,000, and the net earnings—$400,000,000—were largely in excess of the gross revenue of the French railroads. The fact railroad in this country was built entirely for personal consideration of men who are not yet old. Great natural impediments have been overcome by marvels of engineering and lavish expenditure of money. The system has been rebuilt for the most part within a period of twenty years—the rails giving way to steel rails, wooden bridges to iron bridges, frame stations to brick and stone, and much and appliances to suit. When railroad building was begun in this country the population was about 13,000,000, and the vast accumulation of today is the product of the enterprise of a young, poor, and pioneering people within the memories of an old, sturdy, and fortify country the France could not equal.

It must not be inferred from the figures we have given that France is in arrear of other European countries in railroad enterprise. On the contrary, she stands nearly at the head. The latest report of the railroads in Great Britain and Ireland placed their mileage at 15,000, which is less than that of France, and Germany has 20,000. All the other countries of Europe but Russia France's railroad facilities. Russia has 15,000 miles, and Italy and Spain nearly 6,000 miles each. But of Europe together, with a population of 300,000,000, has 110,000 miles of railroad as against the 120,000 in the United States. The concentrated wealth of countries has not been able to compete with the vigor and skill of the pioneers of the Western Continent.

The comparative railroad statistics of Europe and the United States have a broader significance than the bare mileage and earnings of railroads. The railroad is the main artery of modern civilization, and its strength is indicative of the vigor of the whole organism. The extension of the railroad into the western wilds has developed our country, peopled it, built up cities and towns, encouraged agriculture, manufacturing, and commerce of a vast extent, would otherwise have been impossible. The enormous progress in American railroad building, as compared with that of Europe, indicates the activity of the Anglo-Saxon race, the confidence of the American people in their own future, the enterprise, skill, courage, and alertness which have placed a Nation in the van of all the world, though it has only just attained the five-centennial of its existence.

THE HILLS IN THE FORTIETH SHIP

It was thought when the Tories succeeded in defeating Mr. Chamberlain, with the help of the Parnellites, that they would find several elephants in their way in the shape of the Irish, the Egyptian, the Afghan, and other questions, the disposal of which would be a serious inconvenience as well as embarrassment to them. The policy of the new Government, however, does not seem to trouble it as much as its personnel. It cannot find eighty tolerable and respectable young gentlemen who occupy the position of Secretary of State for India, Lord Randolph Churchill, in a most troublesome element from any of its colleagues, domestic or foreign.

The work of disturbing his young dominions is here commenced in a very vigorous manner. The London Standard, by far the ablest of all the Tory organs, is dealing with the Salisbury Government in a very candid

FOREIGN INTELLIGENCE.

Lord Randolph Churchill Almost Himself with His Pilgrimage to Dunrobin Castle.

The New Viceroy of the Young Governing Classes Discovered Among the Tories.

Elite Assure to the House of Commons—The Rose Tragedy's Effect Severe.

[Copyright, 1895, by The Chicago Tribune.]

LONDON, Aug. 3.—[Special Cablegram to The Tribune.]—Lord Randolph Churchill's visit to Dunrobin Castle, the ancient ducal seat of the Dukes of Sutherland, has created a great sensation in political circles. This was the first visit of the young Scotsman to the residence of Gladstone's friend and colleague. This was looked upon as a sign that the Duke of Sutherland and his friends, for whom Lord Randolph has always held the position of champion, had given their adhesion to the Tory cause. Lord Randolph's visit to Dunrobin Castle was the first visit of the kind ever paid by a Tory leader to the Duke of Sutherland since the latter left the Liberal party.

A REVIVAL OF TORY ENTHUSIASM.

The dramatic flight of Lord Randolph Churchill to Dunrobin Castle has created a great sensation in political circles. It has had the effect of a Tory revival, and has done much to strengthen the Tory party throughout the country. The Tory press is jubilant over the event, and declares that Lord Randolph's visit to Dunrobin Castle is the first step toward the reunion of the Tory party, which was split in twain by the action of Lord Salisbury in forming the Unionist alliance with the Liberal Unionists.

THE CHURCHILL SENSATION.

The Liberal press is correspondingly depressed over the Dunrobin Castle incident. The Liberals are afraid that the visit of Lord Randolph Churchill to the Duke of Sutherland will have the effect of strengthening the Tory party in Scotland, which has been the stronghold of the Liberal party for many years. The Liberals are also afraid that the visit of Lord Randolph Churchill to Dunrobin Castle will have the effect of strengthening the Tory party throughout the country. The Liberals are also afraid that the visit of Lord Randolph Churchill to Dunrobin Castle will have the effect of strengthening the Tory party throughout the country.

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A TERRIBLE EXPERIENCE.

The Schooner Juanita, Bound for Chicago, Wrecked Off Shawnee in Sunday's Gale.

Loaded to the Hatches She Is Pounding Two Wrecks, but Survives Night.

The Toronto Life-Saving Crew Brought Up the Rear.

During the recent gale the schooner Juanita, bound for Chicago, Wrecked Off Shawnee in Sunday's Gale. Loaded to the Hatches She Is Pounding Two Wrecks, but Survives Night. The Toronto Life-Saving Crew Brought Up the Rear.

CITY OF [illegible].

ARTICLES.

Shenandoah Will Pole "A Model Citizen" on the Stage in Its Best Style.

The Play Strong in Its Points of Realism—The Star Irresistible.

Thomas Prentice a Satisfactory "Regent" Wagner—The Royal Assassin Shown a Success.

With a number of bonus stars has supported Nick in Queen Manager Nick is a musician about to the opening match "A Model Citizen," an account the entertainment of which goes to show that the audience was about a success. This story of the preparations of one place in the book is more to be appreciated under Manager Nick's ability to use the humorous points in interesting and dramatic complications and outlandish tragedies naturally, as the part that origin of the Dramatic Star and to a different frame of mind, owing to the complete change of scenery, the removal of the characters from the [illegible] greatness, upon natural depth to the [illegible] and [illegible] and [illegible] [illegible] [illegible]

THE RAILROADS.

Rival Excursion Parties Again Getting Into a Tangle Over Freight Affairs.

The Burlington's St. Paul Extension Plans—A Batch of Local Railway Litigation.

Trouble Between the Wabash and the St. Louis, Kansas & Northwestern Over Rates—Passenger Rates.

A meeting of the General Passenger Agents of the roads running east from this city was held yesterday to consider sundry questions of interest. The representatives of the Baltimore & Ohio went to be permitted to make a rate of $21 from each Eastern seaboard city to Chicago, to destroy the Boston Transit Company, which has been making the rate of $20 via the Boston Transit Company and the Chicago & Atlantic via the Boston Transit Route. The opposition of some of the Eastern roads has not been the result of a little competition between the Baltimore & Ohio and the Boston Transit Company, and it seemed more for the settlement of this than any other matter that the meeting was called. A dispatch was sent to the Eastern Passenger Agents of the Baltimore & Ohio requesting them to inform the meeting what action they would take in the matter, and to say for the moment and to take an agreement which should be binding on the roads represented by gentlemen. The question of restoring rates lowered by Trunk lines for the Eastern Commissioners to discharge of a load that both the agents of both lines present at Chicago was taken by the Commissioners. Other matters not of any importance were also considered, but the meeting will not be held for the present. The Chairman has authorized to say that no further meetings will be held for the present, and that the matters referred to will be settled by correspondence.

The Chairman of the Executive Committee of the Western Railroad Association has called a meeting of the Executive Committee for this afternoon, at which the question of restoring rates lowered by Trunk lines for the Eastern Commissioners to discharge of a load that both the agents of both lines present at Chicago was taken by the Commissioners. Other matters not of any importance were also considered, but the meeting will not be held for the present. The Chairman has authorized to say that no further meetings will be held for the present, and that the matters referred to will be settled by correspondence.

There was a brief discussion regarding changes that certain roads were making in the agreed rates, to take effect on the Eastern Trunk lines, but refused to have their action in the matter. The Chairman has authorized to say that Trunk lines having those rates in mind have been notified that they will be required to restore the rates agreed upon. The Chairman has authorized to say that Trunk lines having those rates in mind have been notified that they will be required to restore the rates agreed upon.

[illegible]

[illegible]

[illegible]

THE CITY.

PERSONAL.

Senator D. M. Sabin, Minnesota, and Maj. Wilson Smith, U. S. A., are at the Palmer.

Congressmen Charles A. Eldridge, Fond du Lac, Wis., and E. C. Dawes, St. Paul, were at the Tremont yesterday.

Mrs. Henry D. Lloyd arrived on the Santa Fe Saturday from Europe. She is expected home Thursday of this week.

Gen. J. W. Vance, Springfield; D. S. Harris, Hancock, N. Y.; and Mr. and Mrs. S. Dunham, New Orleans, are at the Leland.

C. G. Hart, U. S. A., and wife; Thomas Carter and wife, Fort Sanders; and S. Sabin and Paul Leland, Fort Preble, are at the Palmer.

James G. Blaine, ex-Secretary of State, St.; John Sloan, Galena, Ill.; and Commissioner Joseph A. LaFramboise, Ironton, O., are at the Sherman.

Gen. Schofield and Lieut. Schofield are among the army officers who will attend the funeral of Gen. Grant. They will leave Chicago Wednesday.

J. Avery Kent of the Great Bitingly, public, Judge J. Cowen, Washington, D. C., and Thomas Lowry, Minneapolis, Minn., were noted at the Pacific yesterday.

IN GENERAL.

Dr. Williamson, pastor of Michigan Avenue M. E. Church, has gone to Chautauqua to deliver eighteen lectures, four readings, and baptized fifty. He will return about the 1st of September.

At yesterday's meeting of the Student gathering the Rev. D. Evans said, in reference to the Chicago University, that if a thorough reorganization of the management of the institution was not effected the institution would fail into ruin speedily.

A. Bridges, a cigar manufacturer living at No. 12 Carroll street, was thrown from his buggy by a collision with a wagon at 9:30 o'clock yesterday morning and suffered a fracture of the right knee and a dislocation of the left. He was taken to the Emergency Hospital.

Pat O'Connor, or, as he is better known, "Spotted Paddy," who was guilty of a brutal act of cruelty Sunday by cutting the neck of a horse belonging to Harper Butler in Sarsons street, was put under bonds yesterday to appear to the action of the grand jury Jan. 1. His bonds were fixed at $1,000. The horse will recover, but will be crippled for life.

What Tony Assmuss' John A. Sid was at the Criminal court yesterday wearing a beautiful gold watch and chain presented to him last Saturday by his friends as a testimonial of their esteem. The presentation was made by Mr. Sullivan, who, in a few appropriate words, gave Sid to understand that he was the object of the gift. Sid, who was taken completely by surprise, was at a loss for words to express his thanks, but he managed to say that he would always wear the watch and chain for the sake of the donors. The watch cost $100, and the chain $75.

Judge Gary overruled the motion for a new trial in the case of Mrs. Mary Ann Bailey, who was convicted of murder in the first degree for killing her husband, Thomas Bailey, by poisoning him with strychnine. Mrs. Bailey will be sentenced to the penitentiary for life by Judge Gary this morning.

The Universal Association and yesterday afternoon, and adopted an amendment to the constitution which prohibits the employment as solicitors of any one having any connection with, or who is in any manner engaged in the manufacture, ownership, manufacturing, or merchandising business. It was the intention under the old organization to pay commissions to any one who brought in a new, but now it is given only to those who make their living by soliciting insurance.

The Illinois Humane Society acknowledges the receipt of $100 from the Commissioners for July, 1885. It also contributes the receipt of a letter acknowledgment from the Secretary of the Society. The society reports to have had during the month of July, 1885, 1,000 complaints received, 211 cases investigated, 211 cases reported, 211 cases prosecuted, 211 cases settled, 211 cases dismissed, 211 cases pending, 211 cases appealed, 211 cases affirmed, 211 cases reversed, 211 cases remanded, 211 cases transferred, 211 cases consolidated, 211 cases severed, 211 cases tried, 211 cases submitted, 211 cases argued, 211 cases decided, 211 cases published, 211 cases reported, 211 cases digested, 211 cases indexed, 211 cases abstracted, 211 cases noted, 211 cases cited, 211 cases followed, 211 cases distinguished, 211 cases overruled, 211 cases affirmed, 211 cases reversed, 211 cases remanded, 211 cases transferred, 211 cases consolidated, 211 cases severed, 211 cases tried, 211 cases submitted, 211 cases argued, 211 cases decided, 211 cases published, 211 cases reported, 211 cases digested, 211 cases indexed, 211 cases abstracted, 211 cases noted, 211 cases cited, 211 cases followed, 211 cases distinguished, 211 cases overruled.

Sailor Jim Coughlan was arrested on Clark street yesterday afternoon by officers who were convinced that the needle which an ear ornament adorns property. When an examination by the officers the said ornament proved to be the property of Mrs. Mary Ann Bailey, who lives on the second floor of No. 12 Clark street. Mrs. Bailey identified the needle as belonging to her, and Coughlan was locked up in the Harrison street station to await trial.

Yesterday afternoon the assembly in front of the City Hall of Trade was thronged with a throng of people anxious to witness the hanging of a man who had killed his wife. The man was Charles Bailey, who murdered his wife on the night of July 4, and was executed in the jail yard at 2 o'clock. The drop fell at 2:10 o'clock, and Bailey was pronounced dead at 2:20 o'clock. The body was cut down and delivered to the undertaker.

Judge Gary yesterday granted a motion for a new trial in the case of Mrs. Mary Ann Bailey, who was convicted of murder in the first degree for killing her husband, Thomas Bailey, by poisoning him with strychnine. Mrs. Bailey will be sentenced to the penitentiary for life by Judge Gary this morning.

The Universal Association and yesterday afternoon, and adopted an amendment to the constitution which prohibits the employment as solicitors of any one having any connection with, or who is in any manner engaged in the manufacture, ownership, manufacturing, or merchandising business. It was the intention under the old organization to pay commissions to any one who brought in a new, but now it is given only to those who make their living by soliciting insurance.

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THE COURTS.

A Father's Attempt to Stop the Payment of a Check Cashed by His Son.

An Unusually Heavy Grist of Interesting Decisions and Important Suits.

THE LAND SUIT.

The King-Covington Case, Involving Millions, Opened on Monday—In Favor of the Plaintiffs.

THE CROPS.

ILLINOIS BOARD OF TRADE.

Mr. Shaw and His Associates Plead Guilty to Operating Bucket Shops on a Corner Lot.

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